

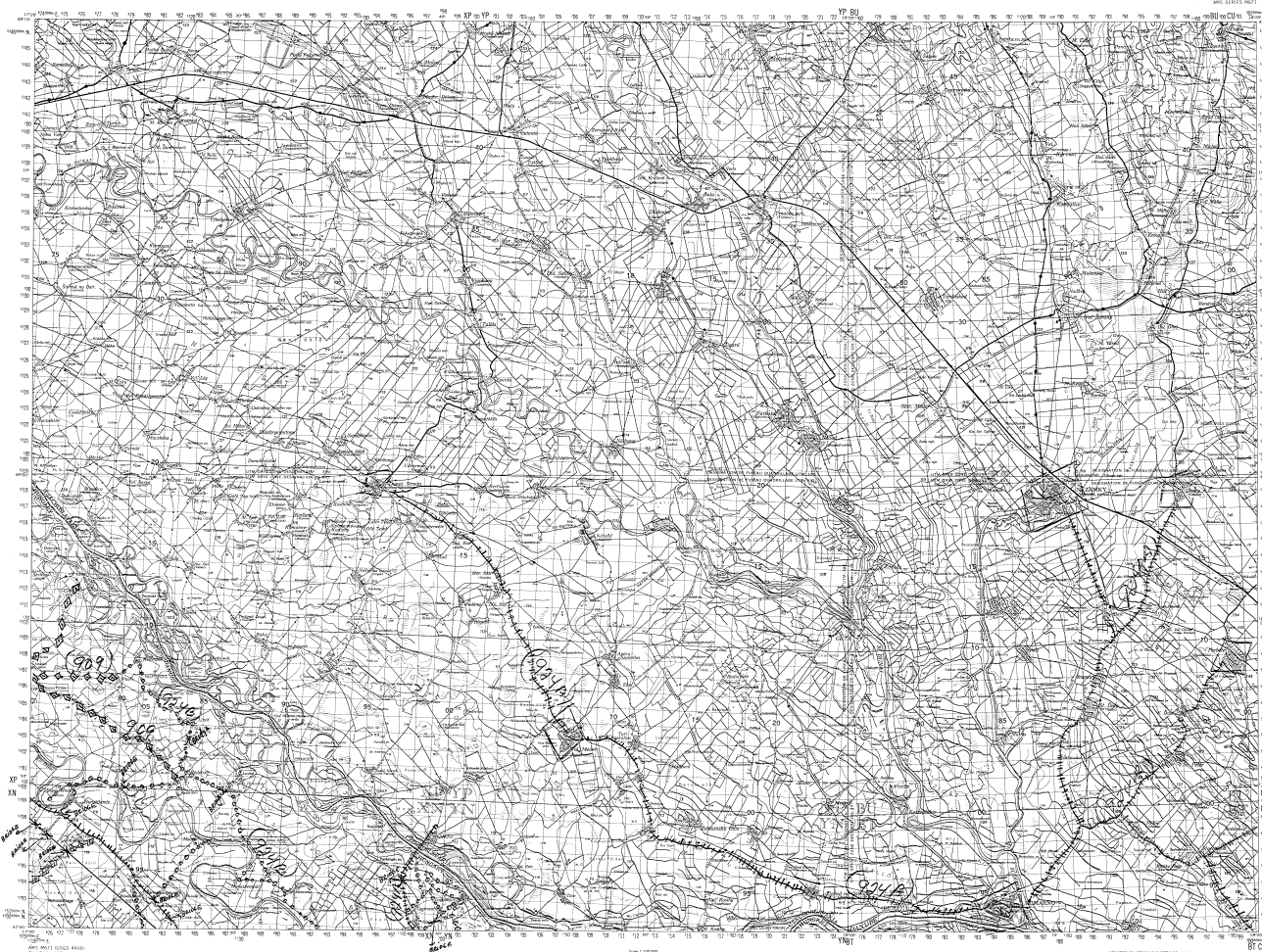
MIDDLE DANUBE 1:100,000

KOMARNO

THIRD EDITION-AMS

SHEET X.12

AMS 55415 5427



LEGEND

CONTAIN INTERVAL, 25 METERS

RESULTS IN METERS

CLIMATIC

TRANSMISSION PRODUCTION

BACK TO ADJACENT SHEETS

25X1

KOMARNO, CZECHOSLOVAKIA, HUNGARY

SEE BOTTOM OF PAGE FOR SPECIAL CONTROLS TRAINING

INFORMATION REPORT

PROD AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

Hungary/Czechoslovakia

Road Data: Komarno/Buda/Pezsi/Moder/H. Iszky

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DATE THIS REPORT

24 July 1971

NO. OF PAGES

8

25X1

SUPPLEMENT TO REFERENCE

25X1

THIS IS UNEVALUATED INFORMATION

- 2 The roads were in good condition and in most areas were constructed on fills to protect them from water in case of floods. The roads were constantly maintained and were four and one-half meters wide. 25X1

The same type of all-weather roads (92A) ran in the vicinity of Jankovszap and Alsóvirnás. These were located on the Hungarian side. They were also built on fills to protect them from water in the event of floods and were constantly maintained. The road foundation was solid. The roads were over 4 1/2 meters wide. The load capacity of the bridges over which the all-weather roads ran was 10 to 12. All types of vehicles could travel on these roads.

- 4 A number of all-weather roads (92B) ran in the vicinity of Nagybalazs, Jankovszap, Hortvanytele and Alsóbalazs. The roads had a hard surface and a good foundation. They were constantly maintained. The roads were built on fills to prevent them from going under water during floods. The width of the roads was approximately four meters. The load capacity of the bridges which were located in the above areas were from 24 to 32 tons.

The roads (92B) could absorb heavy usage and it was possible to attain high speeds on them.

- 6 A number of loose surfaced roads, usable in all weather (999) ran in the vicinity of Cinkota-nagyt, Losh and Maria. They were also built on fills and every 12 to 15 kilometers a maintenance man rode on a bicycle maintaining the roads. Every 30 meters there were small piles of rocks to be used in case of repair. The width of the roads was approximately 2.8 to 3 meters. The load capacity of the bridges over which these roads ran was from 12 to 15 tons. All types of vehicles could cross over these bridges as they were constructed for heavy usage as were the roads.

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